

## **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

### **GOALS/OBJECTIVES FOR FY 2011-2012**

#### **MISSION STATEMENT**

“The South Coast AQMD believes all residents have a right to live and work in an environment of clean air and is committed to undertaking all necessary steps to protect public health from air pollution with sensitivity to the impacts of its actions on the community and businesses.”

#### **GOALS**

- I. Ensure expeditious progress toward meeting clean air standards and protecting public health.
- II. Enhance public education and ensure equitable treatment for all communities.
- III. Operate efficiently and in a manner sensitive to businesses, the public and AQMD staff.
- IV. Operate a “Clean and Green” program to promote and support sustainable practice strategies.

#### **PRIORITY PROJECTS**

District programs have many important objectives, but AQMD wishes to highlight the following three priority projects for 2011 which are particularly important to achieving the District’s mission and goals:

1. Commence demonstration/deployment of a zero-emission cargo container movement system.
2. Incentivize five megawatts of in-basin renewable distributed electricity generation and storage to support electric technology applications.
3. Make substantial progress in creating programs to facilitate construction of new and modified stationary sources in areas where the supply of emissions offsets is limited, consistent with AQMD’s clean air objectives.

## **PROGRAM OBJECTIVES**

### **I. ENSURE EXPEDITIOUS PROGRESS TOWARD MEETING CLEAN AIR STANDARDS AND PROTECTING PUBLIC HEALTH**

- A. Develop a comprehensive program to achieve emission reductions to meet federal and state clean air standards by:
- 1) implementing the Air Quality Management Plan (AQMP) that seeks equitable and expeditious reduction of emissions from all sources to meet clean air targets and protect public health,
  - 2) protecting the region's economy by working with stakeholders to develop means of complying with federal air quality attainment requirements in ways that (a) promote local clean technology businesses, (b) minimize compliance burdens by seeking coordinated federal, state and local energy, climate and transportation programs that provide air quality co-benefits, and (c) avoid potential sanctions for failure to meet federal air quality requirements,
  - 3) improving data and understanding of toxic emissions, through MATES III and other study results, current peer reviewed literature, and other controls and their associated public health benefits, and reducing emissions of toxic air contaminants, and implementing the Clean Communities Plan adopted 2010 which takes a community-based approach to addressing cumulative impacts, nuisance issues, and exposure to air toxic emissions,
  - 4) seeking legislative amendments to provide the necessary authority and funding to implement measures in the AQMP,
  - 5) providing input to state and federal regulatory activities to seek the greatest emission reductions as early as possible, while being sensitive to the economy,
  - 6) assisting the federal, multi-state, state and local governments in implementing federal and state greenhouse gas reporting, SB 375 and AB 32, assisting state and local governments with AB 118, and continuing in other efforts to implement AQMD policies to reduce global warming gases,
  - 7) seeking a fair share of more than \$1 billion in air quality improvement funds, and ensuring inclusion of air quality considerations for the \$2 billion Proposition 1B Transportation Corridor Infrastructure Funds, to achieve emissions reductions for this region,
  - 8) seeking policy considerations and funding for transportation plans and infrastructure projects that will support attainment of long-term air quality needs by enabling and utilizing the cleanest technologies,

- 9) seeking additional emissions reductions for this region by ensuring inclusion of air quality considerations in policy, and in allocation of federal transportation funds through the Surface Transportation Reauthorization legislation, including the Congestion Management & Air Quality program, sponsoring legislation to require maximum feasible controls for ships and locomotives,
- 10) working closely with SCAG and local governments to develop and implement SB 375 strategies and other transportation/land-use measures related to urban form in a manner consistent with air quality objectives,
- 11) implementing the Board-approved climate change policy and maximizing synergies with programs to reduce toxics and smog-forming emissions,
- 12) seeking greater support for local authority and decision-making in the implementation of local, state and federal programs which impact air quality or climate change, and
- 13) working jointly with public and private partners to effectuate the design, development and deployment of clean, renewable energy to supply the greater electricity needs of Southern California, as needed to meet the national, health-based, clean air standards.

B. Ensure compliance through a program that includes:

- 1) Monitoring for the presence/identification and/or quantification of air pollutants in the ambient air, including any new U.S. EPA requirements for near-freeway monitoring of NO<sub>2</sub>, and stationary source-oriented monitoring for SO<sub>2</sub>, NO<sub>2</sub> and lead,
- 2) inventorying, monitoring and testing air pollutant emissions from stationary sources,
- 3) processing permit applications for stationary sources in a manner to:
  - a) prioritize processing of permit applications for installation and implementation of air pollution control measures to reduce emissions,
  - b) expeditiously issue all permits for equipment complying with all applicable air quality rules and regulations,
  - c) ensure all applicable requirements for public notification and public comments are met prior to permit issuance,
  - d) impose enforceable conditions on permits to ensure continued compliance and compliance with all environmental and public health rules and regulations, and
  - e) streamline application processing and expeditiously approve or deny (as appropriate) permits, plans and emission reduction credits to improve efficiency and customer service at AQMD.
- 4) using community-based and/or industry-specific deployment of field personnel for:
  - a) timely compliance determinations and prompt remediation of non-compliance, and

- b) prompt resolution of community air quality complaints.
  - 5) training field personnel to ensure consistent and fair field enforcement practice and good customer service,
  - 6) implementing programs to inform the public and regulated sources of air quality and regulatory compliance requirements,
  - 7) assisting the regulated sources in identifying and meeting their air quality permitting and compliance needs,
  - 8) implementing programs to better inform local government, agencies and schools regarding compatible land uses, and
  - 9) using civil penalties and criminal referrals strategically to incentivize compliance and to deter non-compliance.
- C. Make substantial progress to develop and implement programs to enable construction and modification of stationary sources in areas where the supply of emission offsets is limited, consistent with AQMD's clean air objectives.
- D. Work with the United States Congress, California Legislature, U.S. Environmental Protection Agency, California Air Resources Board, and other federal, state, regional and local agencies and authorities to obtain a proportionate fair share of funding for essential programs to reduce emissions.
- E. Work with all stakeholders and decision-makers to protect, sustain and augment state and federal funding as well as local implementation and local control, for air quality programs administered by AQMD for public health protection.
- F. Continue partnering with utilities, faith communities, and educational groups and institutions to embrace and involve all stakeholders as partners in reducing air pollution by developing and implementing programs that are technologically advanced, more energy efficient and less dependent on polluting fuels, cost-effective, and sensitive to business, environmental, and community interests. Stakeholders include, but are not limited to, local, regional, state and federal governments, small business owners/operators, other members of the regulated community, environmental and community leaders, students, and residents.
- G. Promote programs to reduce mobile source emissions by:
- 1) reducing emissions from on-road and off-road vehicles,
  - 2) supporting the increased use of clean-fuel, and other near zero- and zero-emission vehicles and engines,

- 3) assisting employers, local governments, including Clean Cities, and the private sector in reducing mobile source emissions,
- 4) providing guidance and technical assistance to local governments to ensure AB 2766 funds are utilized for cost-effective and quantifiable mobile emission reduction programs,
- 5) working with EPA, CARB, and other federal, state, regional and local government agencies to encourage and support efforts to reduce emissions from primarily federal and state sources, such as ships, trains, planes, and off-road engines. Seek/support legislative amendments necessary to reduce emissions from marine vessels and locomotives, as required by the AQMP to attain clean air standards.
- 6) seeking to obtain additional legal authority over mobile sources, when necessary, to reduce emission control burdens that will otherwise be placed on stationary sources or as necessary to attain federal or state standards,
- 7) developing indirect source programs as authorized by state law to reduce mobile source emissions,
- 8) partnering with state and federal agencies in developing engine and vehicle certification and retrofit verification regulations to maximize criteria, toxic and GHG pollutant emissions benefits,
- 9) achieving maximum emission reductions and cost-leveraging through state programs, such as CARB's Carl Moyer Program, Proposition 1B, and AQIP, and CEC's AB 118 and PIER,
- 10) achieving maximum emission reductions and cost-leveraging through federal programs, especially DOE Clean Cities, DOE American Recovery and Reinvestment Act and EPA Diesel Emission Reduction Act Programs,
- 11) conducting high-emitting vehicle identification program using pre-screening techniques including remote sensing, and offering consumer repair/retirement/replacement assistance, and

H. Facilitate development of new air quality-enhancing technologies by:

- 1) encouraging public/private partnerships to develop new and innovative technologies,
- 2) reducing financial, bureaucratic, regulatory and technological barriers that limit the use of clean fuels and new lower-emitting technologies,
- 3) promoting development of clean renewable and alternative electrical energy generation technologies,

- 4) supporting projects to reduce emissions from surface coatings and solvents,
  - 5) working with all stakeholders to accomplish advanced technology goals, such as use of hydrogen fuel, fuel cells, plug-in hybrids, and reviewing existing regulatory requirements to minimize barriers to the development and commercialization of new lower-emitting technologies,
  - 6) conducting demonstration projects in reducing emissions from off-road mobile sources, including construction and railroad-related equipment, and
  - 7) conducting feasibility studies related to the removal of emissions generated from freeway systems.
- I. Continue to implement the Chairman's Clean Port Initiative, including taking the following actions:
- 1) adopting AQMD port backstop rules,
  - 2) implementing enhanced port / community air monitoring program,
  - 3) arranging and participating in port conferences and other actions to coordinate control actions with Asian ports,
  - 4) monitoring and assisting with implementation of San Pedro Bay Ports Clean Air Action Plan,
  - 5) monitoring and commenting on CEQA / NEPA documents for port projects,
  - 6) working with the Ports, CARB and others to incentivize the replacement of older drayage trucks and port equipment with newer, cleaner and alternative fueled technologies, and
  - 7) testing and deploying high-performance air pollution filtration systems in classrooms at port community schools.
- J. Further develop, demonstrate, incentivize, and promote electric vehicles and plug-in electric vehicles, by
- 1) Hosting public workshops on streamlining and supporting electric vehicle charging infrastructure,
  - 2) Securing federal, state and local incentives for end-users to purchase and lease electric vehicles and plug-in vehicles and offset charging infrastructure costs,
  - 3) Supporting City and Neighborhood electric vehicles for municipalities, counties and other organizations where the technology has the ability to displace conventional vehicle trips,
  - 4) Continuing support for public infrastructure rollout,

- 5) Maintaining efforts to develop and demonstrate medium and heavy-duty plug-in vehicles, and
  - 6) Continue collaboration with the SoCalEV Coalition to engage regional support for electric vehicles and plug-in vehicles, infrastructure and policies.
- K. Continue to enhance public health protection by offering additional health services to impacted communities using primarily penalties and settlement funds.
- L. Secure maximum levels of funding and promote the priority use of air quality criteria in allocating State bond fund resources for emission reduction projects in Southern California.

II. ENHANCE PUBLIC EDUCATION AND ENSURE EQUITABLE TREATMENT FOR ALL COMMUNITIES

- A. Continue to implement AQMD's Environmental Justice policies and programs, and other initiatives directed at equitable treatment for all communities and sensitive populations through:
- 1) individual endeavors and a series of town hall meetings throughout AQMD's four-county region and mobile Board meetings in impacted areas and evaluate additional mechanisms to increase public participation to receive input from the public about air quality related community issues,
  - 2) actively seeking to increase the public's participation in, and understanding of, policies under development, including increased translation of materials into multiple languages, and meetings in areas where community members can more easily participate,
  - 3) working with community groups to build partnerships on air quality issues, and addressing community-level and resident concerns and issues,
  - 4) distributing incentive funding in a manner that emphasizes communities most impacted by air pollution and low income communities,
  - 5) hosting quarterly meetings of the AQMD Environmental Justice Advisory Group,
  - 6) actively providing comments on feasible methods and technologies to mitigate significant air quality impacts for new CEQA and NEPA projects in environmental justice areas,
  - 7) working with stakeholders to revise AQMD's air quality analysis handbook for CEQA and NEPA documents, and
  - 8) continuing to implement Board-adopted Environmental Justice initiatives and work plan commitments, including Clean Communities Plan.

- B. Continue to enhance AQMD's website as a two-way communication tool with up-to-date data, technical information, advice, and educational videos and literature for communities and business interests. Implement a web-based communication tool, including database management, for electronic outreach and education.
- C. Continue to promote and expand the AQMD's School Air Quality Flag program as one tool for protecting children's health, as well as educating students about air quality.
- D. Continue proactive media relations activities to increase media and public awareness of AQMD's programs and policies that support community/business efforts that create awareness and educate the public and business about the harmful impacts of air pollution from mobile sources and other forms of emissions on public health, animals, wildlife, and the environment as a whole.
- E. Enhance green job workforce via the education/training element of Chairman's Helping Hand Initiative.
- F. Host five Senior Environmental Conferences that will provide area seniors with information on air quality and healthy living.

III. OPERATE EFFICIENTLY AND IN A MANNER SENSITIVE TO BUSINESSES, THE PUBLIC AND AQMD STAFF

- A. Administer an efficient and cost-effective organization to expeditiously clean the air while being sensitive to the operational needs of the AQMD's businesses by seeking innovative partnerships and programs to ensure compliance and minimize compliance costs.
- B. Develop a sound budget, reduce fee complexity, adjust fee schedules to recover AQMD's costs, as appropriate, and target agency resources to environmental and economic priorities.
- C. Continue to investigate technology and other means to streamline all agency functions to enhance efficiency, while maintaining effective and responsive programs that meet public, business and AQMD needs.
- D. Administer effective human resources and development programs that ensure an open and fair recruitment and selection system and, in accordance with existing law, continue AQMD's equal employment opportunity efforts to ensure diverse applicant pools in recruitments for open positions.
- E. Review the skills, management, and deployment of current staff to enhance customer service and continue to seek ways to increase efficiency and productivity.
- F. Continue AQMD's procurement processes to ensure that minority-, woman-, and disabled veteran-owned enterprises are fairly represented in accordance with existing law.



- G. Develop a workforce recruitment and retention plan.
  - H. Develop a succession planning model, including mentoring by senior employees, in order to retain talent and ensure a transfer of technical expertise between staff.
  - I. Enhance local, state and federal agency coordination and develop data transfer/submittal protocol to ensure that the latest inventories be used for National Air Toxics Assessment purposes.
- IV. OPERATE A “CLEAN AND GREEN” PROGRAM TO PROMOTE AND SUPPORT SUSTAINABLE OPERATIONAL STRATEGIES
- A. Continue to explore strategies for recognizing and implementing technologies and policies which reduce criteria pollutants, toxics, greenhouse gases and petroleum dependence, such as promoting incentives for plug-in hybrid electric, electric and natural gas vehicles, at the local, regional, state and federal levels.
  - B. To further reduce global warming and smog-forming emissions, launch a Green Building Initiative to encourage both new and existing commercial/industrial buildings to utilize solar installation and to reduce energy, water use, vehicle miles traveled, and overall adverse impacts on the environment.
  - C. Refine goals and metrics to monitor progress toward sustainable internal operations. Continue a task force of internal staff to develop recommendations for “re-greening” the AQMD headquarters building, and implement the AQMD Green Policy.
  - D. Partner and collaborate with other local, regional, state and federal organizations to determine and implement “best green practices” to exemplify and showcase clean and green sustainable operations.

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